

# **COLEMAN COMMUNITY REDEVELOPMENT PLAN**

## **Chapter V**

### **Transportation, Circulation, and Parking Element**

**NO MAPS**

**Chapter V**

**TRANSPORTION, CIRCULATION, AND PARKING ELEMENT**

It appears that additional public parking spaces are required in the downtown. It also appears that some existing parking areas could be made more useful if they were properly surfaced, striped, lighted and maintained. In addition, new parking spaces should include short term, long term, and employee parking areas financed in-part by the City of Coleman and private business and property owners. Also, effort should be made to locate public parking in convenient locations adjacent to commercial destinations. **But upon initial WRPC staff survey results, approximately 50 additional parking spaces are required in the downtown.**

**Cost and Benefits of Potential Improvements**

There are a number of potential costs and benefits to implementing the transportation, circulation, parking and corridor landscaping improvements recommended in this section. There are three primary projects to consider. The first would include gateway landscaping and signage improvements. The second includes the addition of Streetscaping improvements along US Highway 301. The third project would allow for the development of parallel or diagonal on-street parking in mixed-use areas. Implementation of any or all three of these projects will require significant state and local financial investment and, therefore, will require the complete understanding and agreement among all affected and interested parties before implementation (see figure V.1).

**U.S. Highway 301 Gateway Improvements**

**Benefits:**

- Addition of landscaping Streetscaping will improve pedestrian safety in the downtown and make it easier for pedestrians to cross U.S. Highway 301.
- Addition of landscaping will help to slow vehicular traffic through the downtown
- Addition of landscaping and Streetscaping will help to beautify the downtown and encourage passerby traffic to stop and patronize businesses.
- Public parking areas will allow businesses to transfer and therefore satisfy their parking requirements.
- Gateway improvements help to mark the City’s entrance and exit points, noted to passerby traffic that Coleman is a destination and different than much of U.S. Highway 301.
- Identified improvements and maintenance of improvements can in large-part be paid for from federal and state funding sources.
- Identified improvements can be easily modified or removed if determined to be problematic.

**Costs:**

- Any improvements that are not approved by the state for funding would either need to be eliminated from consideration or paid for by the City.
- The City would have to enter into a maintenance agreement for the improvements, would have to utilize its own department personnel, but would receive a portion of state funds allocated for maintenance.

**Parallel or Diagonal Parking in Mixed-Use Areas**

**Benefits:**

- Addition of on street parking in mixed-use areas would create additional public parking spaces and would allow businesses to transfer and therefore satisfy their parking requirements.
- Addition of on street parking would encourage mixed-use development, and would provide additional and coordinated areas for street landscaping to beautify the area.
- Addition of on street parking in mixed-use areas could help to improve drainage systems.

**Costs:**

- Addition of on street parking in mixed-use areas would be the financial responsibility of the City.
- Addition of on street parking in mixed-use areas would likely increase the vehicular traffic flow through side street areas which may include adjacent dedicated residential areas.

**Traffic Assessment**

The main roadway in the City of Coleman is U.S. Highway 301 which is classified as a two-lane principal arterial according to the Florida Department of Transportation (FDOT) roadway functional classification system. The level of service for this roadway has been designated at better than “C” and sufficient. There has been some discussion about re-routing U.S. Highway 301 around the downtown area to remove the current ninety-degree turn requirement; however, those discussions have been put on hold indefinitely. In the near future, FDOT is planning on improving the ninety-degree turn requirement by adding a right-turn lane at the south side of the intersection. This project is scheduled to be completed by 2008. There are currently no planned drainage improvements associated with the planned roadway improvements at this intersection.

All other roadways are the responsibility of the city and appear to be functioning at a sufficient level of service other than those roads which are not paved or exhibit significant wear and tear. The Comprehensive Plan identifies locations for future sidewalk and roadway improvements including paving, some of which have not yet been completed.